

Proposed Car Park Extension

Bersham Hall, Bersham Road, Wrexham

Our reference: LB/230585/TN01 – Rev06

Author: Liam Bessell

Reviewed: Peter Todd

Date: 09 August 2024

Introduction

1. SCP have been appointed by is Bersham Schools Ltd. to provide specialist transport planning and engineering advice in support of a car park extension to the rear of Bersham Hall, Bersham. Further details on the proposals are provided later in this report.
2. A planning application for a similar proposal was submitted to Wrexham Council (WC) in under Local Planning Application (LPA) Ref. P/2022/0699 in August 2022. The application was reviewed by the Highway Officer at WC who provided pre-application comments in a memo dated 13th July 2021 and a formal consultation on the planning application on 31st October 2022, copies of which is provided in **Appendix A**.
3. The highway officer raised no objection to the planning application, confirming the following.

"We do not perceive the proposals will detrimentally affect the local highway network, the proposals will help to alleviate parking issues as Identified in the 'Design Access Statement'.

We do not intend to make any further comment or recommendations on highways grounds".
4. Notwithstanding the above, the planning application was refused in December 2022 for a number of reasons. Reason for Refusal 4 related to highways and stated the following:-

"In the absence of sufficient details in terms of layout and numbers of parking spaces, the proposal could have a detrimental impact upon highway safety and therefore conflicts with Policies PS4, GDP1 and T8 of the Wrexham Unitary Development Plan, and amplifying Local Planning Guidance Note No.16 'Parking Standards'."
5. A subsequent planning application was submitted to Wrexham Council in April 2024 under Local Planning Application Ref. P/2024/0299 and the Highways element of the scheme was supported by a Technical Note prepared by SCP.

6. Wrexham Council reviewed the application provided comments in a consultation response dated June 2024.
7. This report has been prepared to support the revised planning application, with additional information provide on the layout in order to address highway concerns with the previous application.

Existing Conditions

General

8. The application site comprises Bersham Hall, Bryn Tirion Hall School and associated areas of landscaping and car parking, as shown on **Figure 1** below.

Figure 1 – Site Location Plan



9. The site currently has formal parking for 11no. spaces at the front of the building, as shown on drawing SCP/230585/SK02 provided in **Appendix B**.

10. Vehicular access to the site is currently provided along Bersham Road via a gated priority access. The existing access is approximately 4.6m wide and is surfaced with hard bound materials.
11. The existing site layout is shown in **Appendix C**.

Local Highway Network

12. Bersham Road is located along the southern boundary of the site and is a link in the B5099 which connects Wrexham town centre via the A5152 Victoria Road in the east and Rhostyllen in the west.
13. Within the vicinity of the site, Bersham Road has a carriageway width of approximately 6.0m. Footways are provided along both sides of the carriageway and the footway along the northern section of the carriageway terminates to the east of 1 Bersham Road.
14. In the vicinity of the site, Bersham Road benefits from street lighting and is subject to a mandatory 20mph speed limit. Traffic calming features including chicanes and speed bumps are provided in the vicinity of the junction with Berse Lane and Y Ddol.
15. Some on-street parking associated with the surrounding uses takes place along Bersham Road. A planning application has been submitted to Wrexham Borough Council (WBC) under P/2023/0662 for the redevelopment of Bersham Sports & Social Club to provide 9no. residential houses and was approved in June 2024. As part of the proposals, the existing parking area associated with Bersham Sports & Social Club will be removed. In order to avoid parking along Bersham Road, some staff at Bersham Hall currently use this parking area.

Highway Safety

16. The Personal Injury Accident data for the local highway network has been obtained from the online resource Crash Map for the period ending 31st December 2022. The data shows that no accidents occurred at the site access along Bersham Road or within 500m of the site access along the surrounding highway network. As a result, the surrounding highway network is considered to be operating in a safe manner and no further analysis of the accident record is required.

Proposed Development

General

17. The proposals are for the change of the existing grassed area to the rear of the building into a car parking area and includes 25no. spaces, providing a revised total of 35no. car parking spaces at the site. The additional parking is being provided in order to accommodate the existing parking demand at the site, which currently takes place on the B5099, and will not result in a material increase in traffic or affect the types of vehicles generated by the site. The removal of the existing on-road parking within the vicinity of the site will therefore provide an overall betterment to the operation and safety of the local highway network.
18. The proposed site layout is shown in **Appendix D** and has been developed in order to minimise impact on the existing trees contained within the site. The surfacing of the car park will be constructed in accordance with the specification set out in the arboriculture consultants' report submitted with the planning application.

Vehicular Access

19. Vehicular access to the parking area will be provided via the existing access along Bersham Road and existing car parking area. The bellmouth of the existing access measures 4.6m in width which, as acknowledged by the highway officer on the previous application, is of sufficient width to accommodate 2 cars passing simultaneously but is unlikely to accommodate mini-buses passing at the same time. Given that the mini-bus movements will be infrequent and typically takes place outside of peak times, the existing access arrangements are acceptable.
20. The Council's pre-application consultation response on the previous application on junction visibility are detailed below, although no objection was raised on access or visibility grounds.

"Based on speeds of 25mph, any proposed / existing access in this location would normally require visibility splays of 2.4 x 33m in both directions measured to the centerline of the adjoining highway in the westerly direction (due to build out) and to the nearside edge of the adjoining highway in the easterly direction."

Visibility from the existing access is adequate in the westerly direction providing a splay in excess of 2.4 x 33m measured to the centerline of the adjoining highway. However, visibility in the easterly direction is inadequate providing a splay of approximately 2.4 x 27m measured to the nearside edge of the adjoining highway. Visibility is impeded in this direction by the existing boundary wall.

21. The existing access is considered acceptable to serve the site based on the following:-

- Further to the recent announcement from Welsh Government, the speed limit of Bersham Road has been reduced to 20mph. As shown on drawing SCP/230585/F01 provided in **Appendix E**, the access provides visibility splays of 2.4m x 25m in both directions (drawn 0.5m out into the carriageway due to the nearby chicanes which are also likely to reduce the speed of cars at this location further). All vehicles approaching will therefore be fully visible by vehicles emerging from the access;
- The officer notes that this is an existing access which already serves the school and allows two-way flow for cars. As detailed earlier, the existing access is operating safely and there is no reason to believe that the junction will operate any less safely with the proposed development in place;
- Two cars can pass each other at the bellmouth of the existing junction access, as shown on drawing SCP/230585/ATR01 provided in **Appendix F**;
- The proposals will increase on-site parking and remove existing on-road parking which occurs along Bersham Road. The proposals will therefore provide highway safety benefits along the surrounding highway network;
- An internal one-way system will be provided between the existing car park and access along Bersham Road, as shown on drawing SCP/230585/SK03 provided in **Appendix G**. The proposed arrangement will allow two cars to pass one-another, encourage internal vehicular free flow and prevent queuing back to the access, Bersham Road and the internal parking area. It is proposed that southbound traffic intending to exit the site will give way to traffic heading northbound intending to access the car park in order to further prevent queuing back to the site access and Bersham Road. The proposed section of internal road will be surfaced in stone chippings and will include illuminated bollards for increase driver visibility. Cutting back of the existing shrubbery/vegetation will be required;

- As mentioned previously, a planning application has been submitted to WBC under P/2023/0662 for the redevelopment of Bersham Sports & Social Club to provide 9no. residential houses and was approved in June 2024. As part of the proposals, the existing parking area associated with Bersham Sports & Social Club will be removed. In order to avoid parking along Bersham Road, some staff at Bersham Hall currently use this parking area and therefore this existing parking will be displaced to Bersham Road. Whilst the displaced parking numbers are anticipated to be relatively minor, the proposals at the application site are considered necessary to accommodate both the potential displaced parking and well as the existing overspill parking; and
- In their consultation comments, the Highway Officer at WC states *“I understand that the school will in future be looking to increase the number of children at the school from 50 to 80 which will require 5 additional staff members.”* The school currently accommodates 80 pupils and has been doing so since developing the 1st floor several years ago. The school are not looking to increase capacity at the site and therefore it is anticipated that there will be no increase in overall trip generation associated with school.

Conclusion

22. Having regard to the above, it is concluded that WC Highways' concerns have been addressed and the development, through the removal of on-street parking, will provide an overall betterment to the local highway network. There are no highway or transport related reason to withhold planning permission for the scheme and the proposed development is therefore commended for approval.

S|C|P

APPENDIX A

MEMORANDUM



From: Chief Officer, Environment & Technical

To: Chief Officer Planning & Regulatory

Our Ref: ET/DC/P/2022/0699

Your Ref: SEH/20202/0699 Res(1)

Date: 31/10/2022

TOWN AND COUNTRY PLANNING ACT 1990

ADEILADU MAES PARCIO TU CEFN I'R YSGOL / CONSTRUCTION OF CAR PARK TO REAR OF SCHOOL

BERSHAM HALL BERSHAM ROAD BERSHAM WREXHAM **Grid Ref: E 331285 N 349302**

I refer to your consultation / email dated 24/08/2022 in respect of the above. We do not perceive the proposals will detrimentally affect the local highway network, the proposals will help to alleviate parking issues as Identified in the 'Design Access Statement'.

We do not intend to make any further comment or recommendations on highways grounds.

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes.

Chief Officer, Environment & Technical

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
		FAO:	Simon Greenland
Our Ref:	ET/DC/PP/Pre/2021/0012	Your Ref:	ENQ/2021/0199
Date:	13 th July 2021		

Bersham Hall, Bersham Road, Bersham, Wrexham.
Proposal to change existing grassed area into a car parking facility.

Further to your email / consultation dated 30/06/2021 in respect of the above, I comment as follows:-

Access

The proposed development site is accessed off Bersham Road which is a classified road subject to a 30mph speed limit. This section of Bersham Road is traffic calmed in the form of priority working buildouts and speed cushions. I would therefore estimate typical vehicle speeds along this section at being around 25mph.

Based on speeds of 25mph, any proposed / existing access in this location would normally require visibility splays of 2.4 x 33m in both directions measured to the centerline of the adjoining highway in the westerly direction (due to build out) and to the nearside edge of the adjoining highway in the easterly direction.

Visibility from the existing access is adequate in the westerly direction providing a splay in excess of 2.4 x 33m measured to the centerline of the adjoining highway. However, visibility in the easterly direction is inadequate providing a splay of approximately 2.4 x 27m measured to the nearside edge of the adjoining highway. Visibility is impeded in this direction by the existing boundary wall.

I would recommend that the applicant indicates the existing / proposed visibility splays on a suitably scaled layout plan.

The existing access is approximately 4.6m wide and is surfaced with hard bound materials. This is of sufficient width to accommodate 2 cars passing simultaneously but is unlikely to accommodate mini-buses passing at the same time due to the restricted access width and geometry of the access. The access would benefit from widening but I understand that this may be limited due to the site falling within a conservation area.

The access is gated at 4.8m behind the adjoining carriageway. I understand that these gates are left open throughout the day and closed at night when vehicle movements cease.

Beyond the gates, the access road reduces in width to around 3.9m which cannot accommodate 2 cars passing simultaneously. I understand that the applicant is willing to widen this restricted section to improve access. **I would recommend that the applicant indicates this detail on a suitably scaled layout plan.**

I understand that the applicant wishes to improve access and parking arrangements at the site by constructing an additional road / track just inside the entrance which links up to the existing hard standing / parking area fronting the school. This is intended to operate as a one way system into the site, exiting using the existing lane out. I understand that it is proposed to construct a limited number of parking spaces on the grassed area fronting the site and on part of the lawned area to the rear of the site.

I would recommend that the applicant submits a suitably scaled plan indicating the existing and proposed parking spaces (including turning areas) and the proposed new access track (one way system). The proposed access / parking arrangements would appear to offer a significant improvement over existing arrangements and may well reduce the potential for vehicles backing up at the entrance or parking on the adjoining highway.

I would recommend that any existing / proposed parking spaces are suitably marked out using white lining materials or similar. Give way markings on the internal exit lane would also be considered beneficial giving priority to those entering the site. Appropriate signage indicating the one way system would be beneficial.

Traffic Generation

I understand that the school will in future be looking to increase the number of children at the school from 50 to 80 which will require 5 additional staff members.

I would normally be unable to support any proposed development that would result in any significant increase in vehicle movements through such an access (limited visibility / restricted width). However, in reality there is no control over the number of daily vehicle movements that this car park can generate. On this basis it may be considered unreasonable not to support the proposed development.

I would recommend that the applicant provides details of the existing / proposed daily vehicle movements at the site. I understand that the applicant is aiming to reducing vehicle movements at the site by utilizing mini-buses to pick up children rather than being dropped off by car.

Parking and Turning Provision

I understand that due to the limited parking provision at the site for staff, parents, carers, that an agreement is in place with the adjoining bowling club to utilise their existing car park.

No details of the existing / proposed floor areas at the school have been provided. I would recommend that this information is provided so an assessment can be made in respect of LPGN 16 parking requirements.

The site currently has parking for around 10 cars fronting the main building. **I would recommend that the applicant submits a suitably scaled plan indicating the existing and proposed parking spaces (including turning areas) and the proposed new access track (one way system).**

A handwritten signature in black ink, appearing to be 'R. L. L.', written in a cursive style.

Chief Officer, Environment & Technical

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Economy & Planning
		FAO::	Sharon Holman
Our Ref:	ET/DC/PP/P/2024/0299	Your Ref:	P/2024/0299
Date:	11/06/2024		

TOWN AND COUNTRY PLANNING ACT 1990

ADEILADU MAES PARCIO YNG NGHEFN YR YSGOL / CONSTRUCTION OF CAR PARK TO REAR OF SCHOOL

BERSHAM HALL BERSHAM ROAD BERSHAM WREXHAM

Grid Ref: E 331285 N 349302

I refer to your consultation / email dated 21/09/2023 in respect of the above.

Access

The proposed development site is accessed off Bersham Road which is a classified road subject to a 20mph speed limit. This section of Bersham Road is traffic calmed in the form of priority working buildouts and speed cushions.

Based on speeds of 20mph, any proposed / existing access in this location would require visibility splays of 2.4 x 25m in both directions measured to the centerline of the adjoining highway in the westerly direction (due to build out) and to the nearside edge of the adjoining highway in the easterly direction. Visibility from the existing access is adequate providing splays in excess of the above requirements.

The existing access is approximately 4.6m wide and is surfaced with hard bound materials. The access is of sufficient width to accommodate 2 cars passing simultaneously but is unlikely to accommodate mini-buses passing at the same time due to the restricted access width and geometry of the access. The access would benefit from widening but I understand that this may be limited due to the site falling within a conservation area.

The access is gated at 4.8m behind the adjoining carriageway. I understand that these gates are left open throughout the day and closed at night when vehicle movements cease.

Beyond the gates, the access road reduces in width to around 3.9m which cannot accommodate 2 cars passing simultaneously. I understand that the applicant is willing to widen this restricted section to improve access. I would recommend that the applicant provides swept path details of 2 standard size cars accessing / exiting the main entrance simultaneously. **I would recommend that the applicant indicates the proposed access improvements along with appropriate swept path details on a suitably scaled layout plan.**

Traffic Generation

If the application is supported, there will inevitably be an increase in vehicle movements through the existing school access. As previously indicated, I understand that the applicant is willing to widen this restricted section of the existing entrance to improve access which would be a significant improvement.

Parking and Turning Provision

The existing car park at the school has around 11 spaces. I understand that due to the limited parking provision at the site for staff, parents, carers, that an agreement is in place with the adjoining bowling club to utilise their existing car park. However, a planning application (ref: P/2023/0662) is currently being considered for the redevelopment of the Bersham Sports & Social Club to provide 9 no. dwellings. As part of these proposals, the existing parking area associated with the club (part used by the school) will be removed. This loss of parking at the club is intended to be offset by providing the proposed car park at the school and to minimize the potential for on street parking. I also understand that the school will in future be looking to increase the number of children at the school from 50 to 80 which will require 5 additional staff members and increase parking demand at the school.

No details of the existing / proposed floor areas at the school have been provided. I would recommend that this information is provided so an assessment can be made in respect of LPGN 16 parking requirements.

The site currently has parking for around 11 cars fronting the main building. Proposed spaces nos. 18 – 22 do not appear to have 6m clearance behind for turning. **I would recommend that this detail is annotated on a revised layout plan.**

I would recommend that any existing / proposed parking spaces are suitably marked out using white lining materials. I would recommend that this detail is annotated on a revised layout plan.

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes.

Appendix

Highways Development Control Standard Advisory Note

In the interests of maintaining highway safety, and to avoid obstruction of the public highway (in contravention of the Highways Act), The Applicant is advised to coordinate with the highway authority at highwayroadworks@wrexham.gov.uk in advance of commencement of the development/works with respect to:

1. Skip, scaffolding, hoarding or A frame/signage (Permit required for these items, if on the public highway);
2. Use of a parking space for a set down/delivery area;
3. Record a dilapidation survey of the adjacent carriageway prior to commencement (to avoid being asked to repair damage by the Applicant whilst carrying out their works);
4. If any lane closure or obstruction of the highway is required for a crane or similar;
5. Protection against dust and debris blowing onto the public highway
6. Construction traffic parking locally avoiding nuisance to others;
7. If the Applicant's scope of work includes new apparatus in the highway, such as new mains services then a Section 50 licence will be required. Insurances and demonstration of competency to carry out works in the public highway will be required.
8. Lowering of kerbs or minor pavement alterations require Section 184 agreement. Insurances and demonstration of competency to carry out works in the public highway will be required.
9. A section 278 agreement works agreement is required for more significant alterations to the existing highway
10. Any temporary works affecting traffic lights, [pedestrian/cycle road crossings, or bus stops require pre-planning and permits;
11. For applications with a private driveway (either existing or proposed) connecting onto the public highway, the following conditions of approval apply:
 - No surface water from the applicants site should be allowed to drain onto the public highway,
 - The first 5m* minimum (for residential property) should be hard paved, avoiding gravel or loose chippings from spreading.
 - No gate should be built in a location where it would result in a car obstructing the highway whilst being unlocked, and it should not swing out and over a pavement or any other part of the highway.

**The hard paved length and set back if required is subject to the applicants proposed vehicular length*

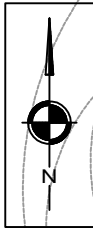
The applicants should allow a minimum of 4 weeks' notice for any of the above standard requirements, and 6-8 weeks for lane closures & road closures (lead times may change without notice subject to workload and complexity). Any works involving Trunk roads should be coordinated separately and directly with the North & Mid Wales trunk Road Agency. For larger sites with a significant impact upon the highway, a Construction Traffic Management Plan will be required.

A handwritten signature in dark ink on a light yellow rectangular background. The signature appears to be 'P. Palmer' written in a cursive, slightly slanted style.

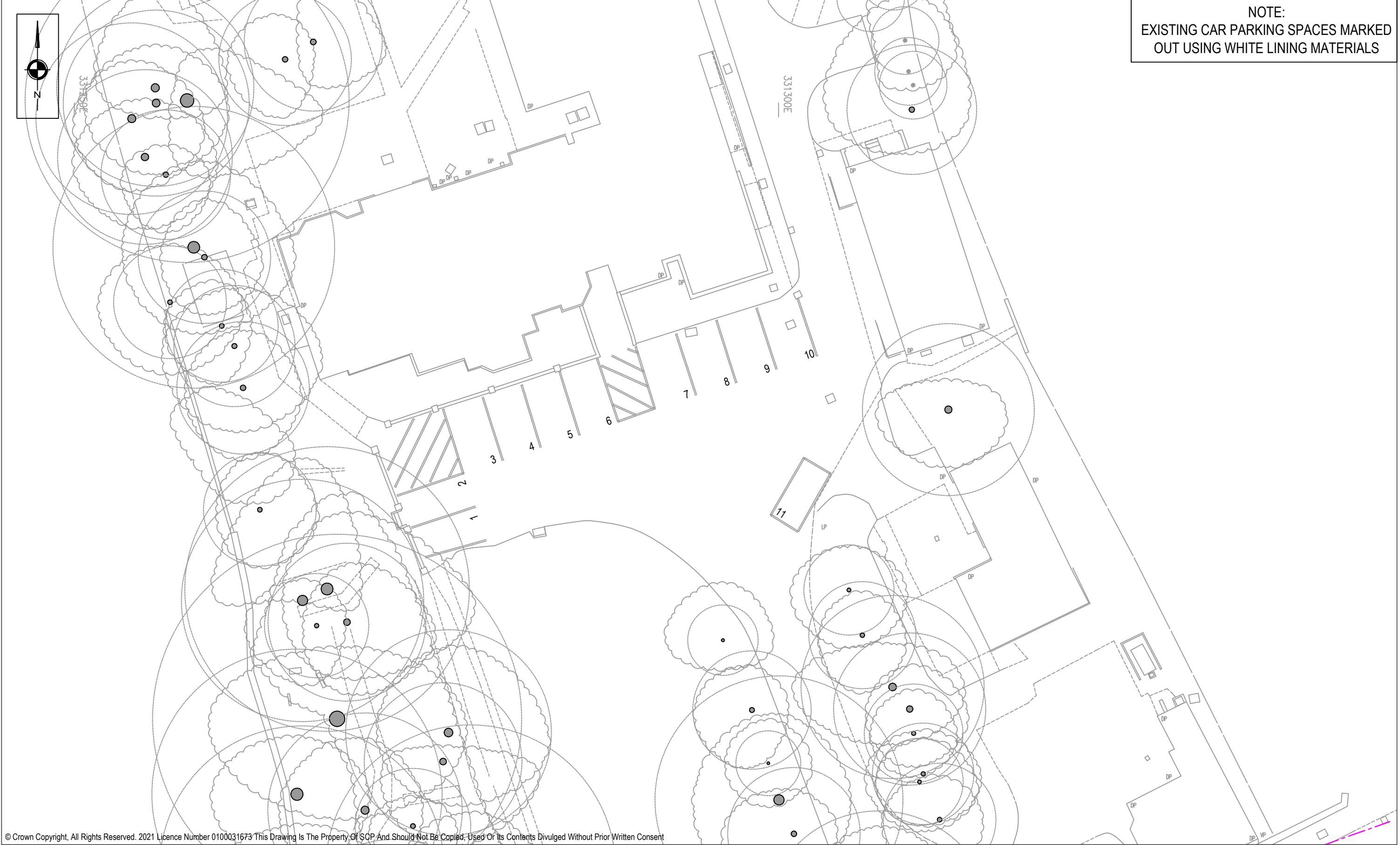
Chief Officer, Environment & Technical

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APPENDIX B



NOTE:
EXISTING CAR PARKING SPACES MARKED
OUT USING WHITE LINING MATERIALS



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Rev	Description	Date	By
REVISIONS			

Drawn By:	LD	Date:	02.07.2024
Checked:	LB	Scale@A3:	1:250
Approved:	LB	Status:	PLANNING

Client Name:	QUALITY EDUCATION WITH CARE LTD
Project Title:	BERSHAM ROAD, WREXHAM

Drawing Title:	EXISTING PARKING ARRANGEMENT
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Drawing No.	SCP/230585/SK02
Rev.	-

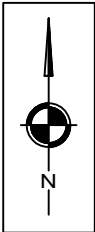
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Office of Origin: Manchester Tel: 0161 832 4400
www.scptransport.co.uk - www.rskgroup.com

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APPENDIX C



REVISIONS			
Rev	Description	Date	By
A	- DETAILS AND SCALE AMENDED	16.02.24	LB



S|C|P

Transportation Planning : Infrastructure Design

Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400,
www.scptransport.co.uk, Email info@scptransport.co.uk

Client	BERSHAM SCHOOLS LIMITED
Project Title	BERSHAM ROAD, WREXHAM

Drawing Title	EXISTING SITE PLAN
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Scale	1:200 @ A3
Date	09.08.2023
Approved/Unapproved	-

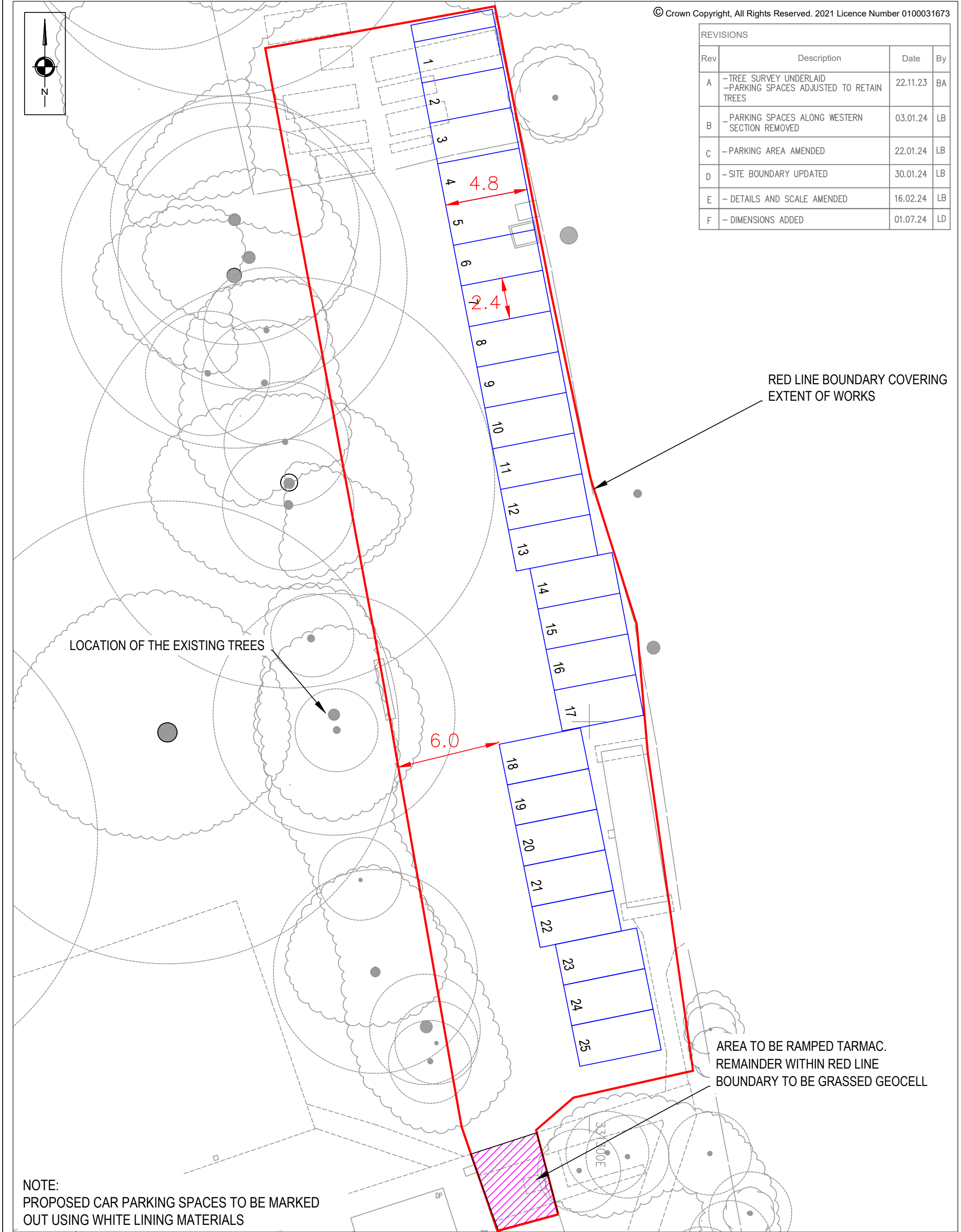
By	LB
Checked	PT
Status	PLANNING

Drawing No.	SCP/230585/D02
Revision	A

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APPENDIX D

REVISIONS			
Rev	Description	Date	By
A	- TREE SURVEY UNDERLAID - PARKING SPACES ADJUSTED TO RETAIN TREES	22.11.23	BA
B	- PARKING SPACES ALONG WESTERN SECTION REMOVED	03.01.24	LB
C	- PARKING AREA AMENDED	22.01.24	LB
D	- SITE BOUNDARY UPDATED	30.01.24	LB
E	- DETAILS AND SCALE AMENDED	16.02.24	LB
F	- DIMENSIONS ADDED	01.07.24	LD

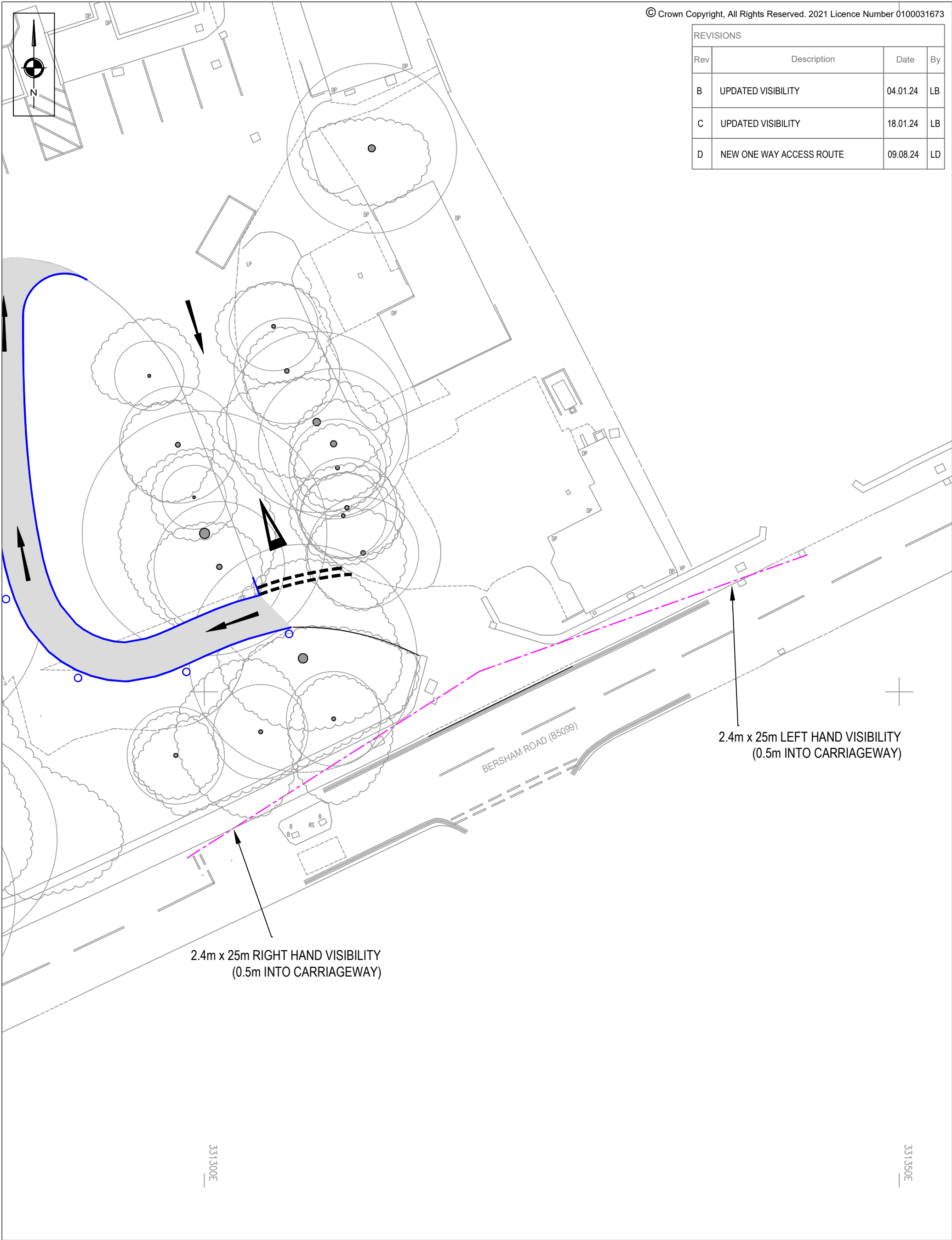


SCP Transportation Planning : Infrastructure Design Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400, www.scptransport.co.uk, Email info@scptransport.co.uk	Client BERSHAM SCHOOLS LIMITED	Drawing Title PROPOSED SITE PLAN	Scale 1:200 @ A3	By BA	Drawing No. SCP/230585/D01
	Project Title BERSHAM ROAD, WREXHAM		Date 16.02.2024	Checked PT	
			Approved/Unapproved -	Status PLANNING	Revision F

S|C|P

APPENDIX E

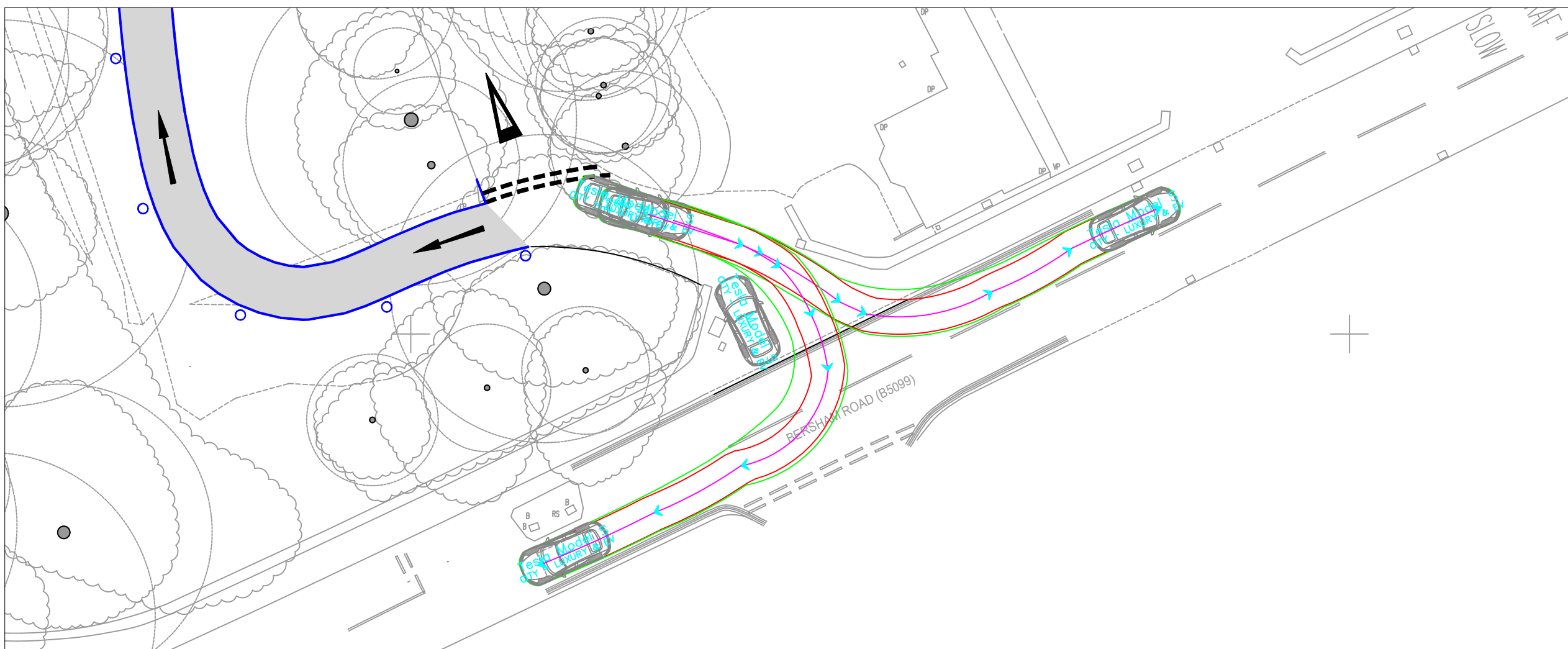
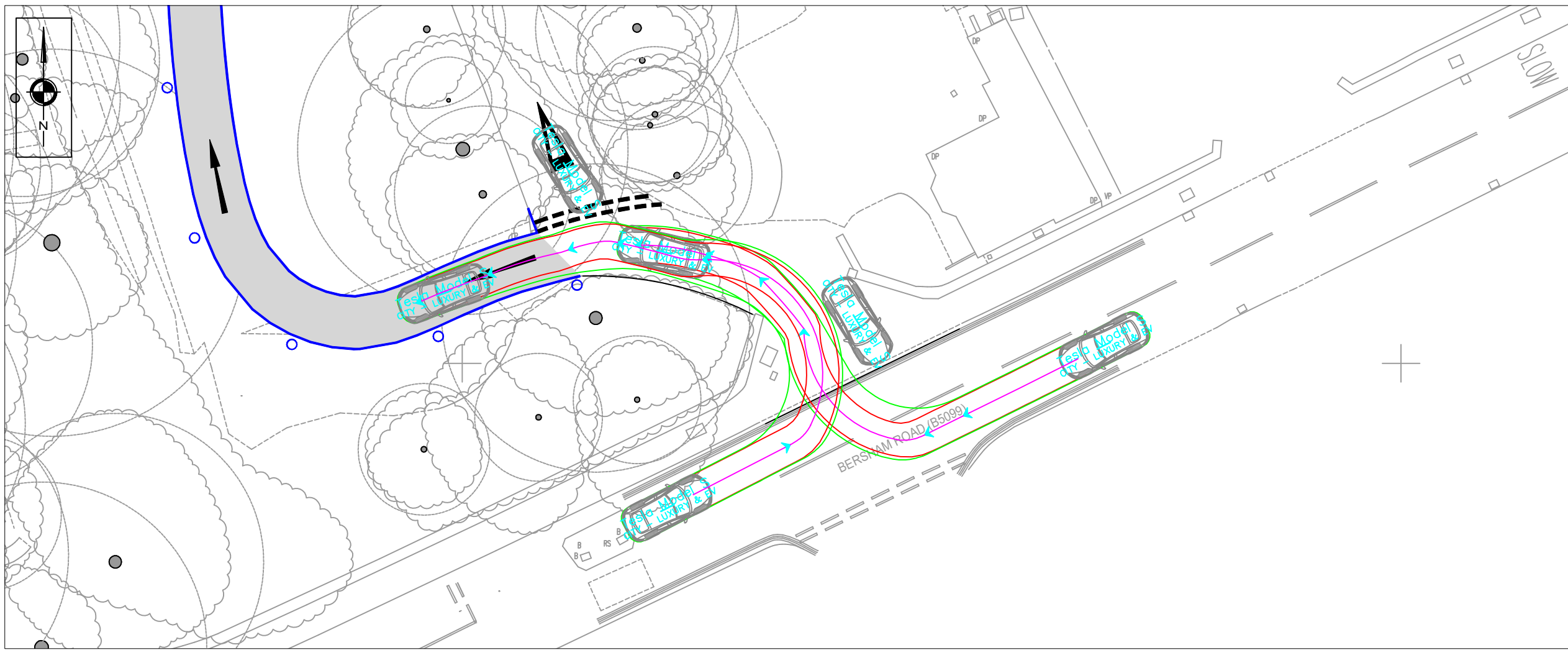
REVISIONS			
Rev	Description	Date	By
B	UPDATED VISIBILITY	04.01.24	LB
C	UPDATED VISIBILITY	18.01.24	LB
D	NEW ONE WAY ACCESS ROUTE	09.08.24	LD



SCP Transportation Planning : Infrastructure Design Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400, www.scptransport.co.uk, Email info@scptransport.co.uk	Client	Drawing Title VISIBILITY FROM SITE ACCESS	Scale 1:250 @ A3	By LB	Drawing No. SCP/230585/F01
	Project Title BERSHAM ROAD, WREXHAM		Date 18.01.2023	Checked PT	
			Approved/Unapproved -	Status PLANNING	Revision D

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APPENDIX F



NOTES

4.98

0.94

2.96

Tesla Model S

meters

Width : 1.96

Track : 1.94

Lock to Lock Time : 6.0

Steering Angle : 33.4

A	ONE WAY ACCESS ROUTE ADDED	09.08.24	LD
REV	DESCRIPTION	DATE	BY

REVISIONS

SCP

an RSK company

Office of Origin: Manchester Tel: 0161 832 4400
www.scptransport.co.uk - www.rskgroup.com

Client Name:

BERSHAM SCHOOLS LTD

Project Title:

BERSHAM ROAD, WREXHAM

Drawing Title:

SWEPT PATH ANALYSIS
- LARGE CAR

Drawn By:

LD

Date:

01.07.2024

Checked:

LB

Scale@A3:

1:250

Approved:

LB

Status:

PLANNING

Drawing No.

SCP/230585/ATR01

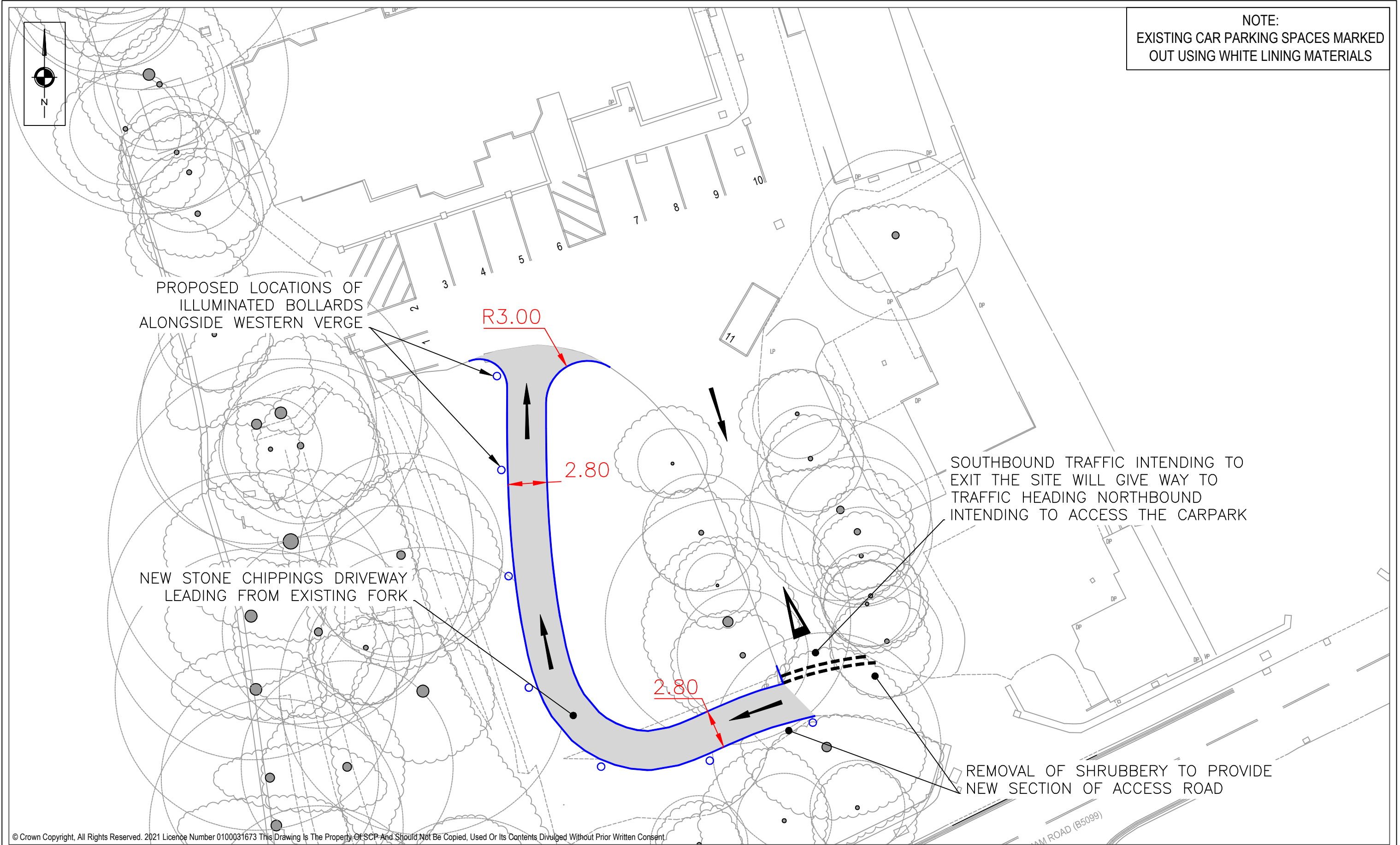
Rev.

A

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APPENDIX G

M:\Job Library\2023\230585 - Bersham Road, Wrexham\Drawings in Progress



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-	-	-	-	Checked:	LB	Scale@A3:	1:250
-	-	-	-	Approved:	LB	Status:	PLANNING
Rev	Description	Date	By	REVISIONS			

Client Name:	QUALITY EDUCATION WITH CARE LTD
Project Title:	BERSHAM ROAD, WREXHAM

Drawing Title:	PPROPOSED ONE-WAY SITE ACCESS ARRANGEMENT
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Drawing No.	SCP/230585/SK03
Rev.	-

SCP an RSK company	
Office of Origin: Manchester Tel: 0161 832 4400 www.scptransport.co.uk - www.rskgroup.com	